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A. S. WATSON & CO.
LIMITED.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEZ ROAD, C.L.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4th July, 1901

It is difficult to know what exactly to make of the latest news with regard to Russia and China in Manchuria. The reports of the Odessa and Berlin correspondents of the *Standard* and *Daily News* respectively agree in this at least, that an understanding has been arrived at between the two countries as to the future government of Manchuria. The two Russian papers from which the *Standard's* correspondent takes his information assert positively that Russia has made a large renunciation, amounting to no less than an immediate abandonment of Tientsin or Dainy, the resumption of the original idea of making Vladivostok the terminus of the Trans-Siberian railway line, and the restoration to China within ten years' time of Port Arthur and the Manchurian railway. No compensation to Russia is announced in return for these remarkable concessions. The *Daily News* correspondent at Berlin, on the other hand, states that Russia has renounced her military claims to an indemnity from China, securing instead political and commercial privileges in Manchuria—a statement sufficiently vague to cover arrangements of most divergent characters. It might for instance imply nothing more nor less than a reconstitution of the previous obnoxious "secret convention" between the two countries in return for Russia's abandonment of her indemnity claims. "The political and commercial privileges" which Russia is said to have secured might imply a most favoured nation clause of an intolerable nature, or they might be perfectly legitimate returns for the expense to which Russia has been put in connection with the Manchurian line. It is impossible for the present to decide. The *Standard's* report is of a remarkably sensational character, it cannot be denied. It attributes to Russia, however, a benevolence and disinterested character which has not hitherto been a marked trait of that nation, in spite of certain Russian opinions to the contrary. In fact, were it to prove that the story of the *Dalai Votok* and *Sibirski Vostok* are true, we should have to explain the most startling change of policy perhaps which has ever been witnessed in the history of a nation. We should see the professions of the Tsar's Government put into practice in a way which would silence all unfriendly

criticism. If, on the other hand, the vague statement of the *Daily News* correspondent turns out to be the least favourable interpretation, from the point of view of the Powers interested in China, we may yet be faced with a grave situation. The uncertainty at present is too great to make it worth while to discuss the position of affairs at length. Until some official confirmation of the reports and some definite explanation reach us, we can but suspend judgement.

With reference to the Petition that is being sent home asking for an enquiry into the sanitation of the colony, it may be of interest to those who have not as yet signed it to learn that up to yesterday the signatures of the local civil doctors, the architects, chemists, and the majority of the local lawyers and bankers have been appended to it. The commercial and other professional men are extensively signing the Petition, as well as the community generally; and it may not be incorrect to say that no other Petition from the colony has ever gone home containing so large a number and so representative a list of signatures as will be appended to the present Petition. Many local Government and other officials have expressed keen sympathy with the Petition, and regret their inability to sign it. At the same time a few, very few, notable instances have occurred of residents who have declined to sign this Petition which has for its one object the future prosperity of the colony, and the amelioration of existing evils; and as in some cases these gentlemen have been selected to represent the community, their public explanations will no doubt be expected later by those whose interests they have elected to protect and to advance. Perhaps they may be weighed in the balance of public opinion and found wanting. The petition is a good test of public versus private vested interests, for no one can be found to deny the equity and expediency of the object of the petitioners.

The transports *Uinda* and *Umlat* left yesterday, the former for Taku and the latter for Calcutta.

The Hongkong Volunteers' open-air concert, which was to have taken place last night, has been postponed until Monday evening next, owing to the inclemency of the weather.

The pumping out of the dredger *Canton River* was proceeded with yesterday afternoon, two 9-inch pumps being at work, one on either side. There is apparently still a leak somewhere, as two hours' steady pumping failed to reduce the water to any noticeable degree.

The latest plague figures have a marked decrease, with 1,109 cases in all India, according to Calcutta advices of the 14th ult. A further increase of 13,887 persons in receipt of famine relief is announced, making the total 489,784. It is costing one rupee to feed ten persons per day.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

H. E. W. \$15
"Dick" 5

The following appointments have been made at the Admiralty:—Lieutenant: V. G. Gurner, to the *Cressy*, as First, to date May 28; W. J. Scott, to the *Cressy*, to date June 4. Sub-Lieutenant: W. F. French, to the *Cressy*, to date June 4. Chaplain: Rev. J. Beatty, M.A., to the *Cressy*, to date May 28.

In the June number of *Blackwood's Magazine* appears an interesting little sketch entitled "A Night's Adventure on the Pearl River," describing how a party of four European residents of Canton were attacked by pirates while on a picnic on the Canton river. The story, it need scarcely be said, loses nothing in interest from the fact that it happens to be true. Although no names are mentioned the incident recorded is none other than the piratical attack upon Messrs. Spallinger, Burkhart, Huygen and Hogg in January last.

A Calcutta telegram of the 16th ult. says:—The hospital ship *Carthage*, which sailed from Hongkong on the 4th instant for Calcutta, having on board sick and invalided soldiers and followers, arrived at Kidderpore docks at 4 o'clock on Saturday evening. One European officer, Lieutenant Tucker, of the Indian Medical Service, was on board, besides two hospital assistants, 108 native rank and file from various regiments, 111 public followers and 8 private followers. The voyage from Hongkong was accomplished in very rough weather, particularly so in the Bay of Bengal. There were 11 deaths among the details on board during the voyage of the *Carthage* from China.

A new steam water-boat was launched yesterday morning from Messrs. W. S. Bailey & Co.'s works at Kowloon Bay. The vessel is for the Hongkong Steam Water Boat Co., Ltd., and is 100 feet long, with compound engines, having cylinders 10in. and 20in. diameter by 14in. stroke working at 120 pounds pressure. She is strongly built of teak, with steel watertight bulkheads and sluices, and carries 170 tons fresh water. A powerful Worthington pump is fitted on deck for rapid delivery of water from all the compartments, and the usual accommodation is provided for the crew and stores. The builders, Messrs. Bailey & Co., have also under construction two other steam water-boats besides several steam-launches, and they have recently added to their works a patent slip and a boiler-makers' shop.

A Bombay telegram of the 15th ult. says:—The Bombay mill strike has been settled, and most of the workers have returned to work.

The Volunteer Fleet steamer *Kazan* left Odessa on the 23rd May with a further cargo of railway material consigned to Vladivostok, and a record batch of 2,000 colonists for the Ussuri district.

The fall of an extraordinary star is reported from Karachi. The sky was illuminated for ninety seconds most brilliantly. The star disappeared with a report louder than that of a cannon. The phenomenon was witnessed in several districts.

Cholera has broken out at Butavia, and has given the authorities such a fright that they at once vigorously started a grand sanitary cleaning up of the city. Hundreds of convicts were set to work to remove the heaps of refuse and rubbish lying about which had been untouched for months.

Messrs. Swan and Hunter, of Wallbound, have been commissioned to build a pontoon floating dock for Japan. The dock will be of somewhat similar dimensions to the Russian dock recently constructed at the same yard. The dock just ordered will be built in sections, with a view to being taken to pieces for shipment and final reconstruction at the Japanese port of destination.

A Washington wire states that Captain Newton Hall, U.S.N., has been tried by court-martial on a charge of cowardice during the siege of the Legations in Peking, and has been honourably acquitted. The Court held that the captain committed an error of judgment in abandoning the wall during the siege, but affirms that there were no grounds for the charge of cowardice.

We understand on reliable authority that some of the local Indian cotton yarn merchants are combining to hire or build a special godown for storing all the cotton yarn from Bombay, in a suitable locality, in view of the higher storage-charges now put in force. It is said that negotiations are now proceeding to buy or lease one or two sites with water frontage.

News reached Aden about the middle of last month that in the recent fighting in Arabia, the Sheikh of Koweit lost five thousand men, including his brother and two nephews. Ben Hashed lost two thousand and also several relatives. Ben Hashed, proceeded to wreak vengeance on his vassals who supported the Sheikh of Koweit. In Barida he beheaded twenty men.

On the 14th ult., the Governor of Bombay visited Ahmednagar and proceeded to the Boer camp. Lord Northcott took particular note of the sanitary arrangements, hospitals, water supply, and comfort of the prisoners. Enquiries made of the prisoners elicited no complaints whatever, and they appeared to be thoroughly contented, and well cared for. The heat is not great, considering that the monsoon is not established.

The long deferred hopes of the clerks in the service of the Federated Malay States for an increase to their salaries are, says the *Malay Mail*, at length, it is whispered, within measurable distance of being realised. A scheme of increments, on lines similar to those of that recently prepared for the Straits Settlements, has been made and submitted to Mr. H. D. Wise, who as Secretary to the Resident-General, has revised it, and it is at present under the consideration of the Government.

According to a St. Petersburg correspondent, two Russian engineers—S. S. Sakowenko and M. T. Bagrikoff—have produced a vessel which combines in itself the properties of a submarine and an ordinary warship or merchantman. It develops a speed on the surface of 60 knots an hour, and under the water of 30 knots an hour. The passage from England to America could thus be done in two and a half days, and it could sink under water if the weather became stormy.

The French Government has entrusted Mr. Etienne Richet, whose exploration in Alaska has made him well known, with an important mission to the Far East. He left Marseilles by the *Amann*, accompanied by Mr. A. Fournier, his secretary, and Mr. J. W. Miller. The mission is to visit successively Ceylon, Burnah, Siam, Indo-China, China, and Japan. Whilst Burnah and Japan will be the principal field of operations of Mr. Miller, Messrs. Richet and Fournier will study the present situation in Siam, Indo-China, and China. The reports of the mission will be published, and the duration of the voyage will be about a year.

In accordance with the plan formulated some time ago by the Government at Washington, to re-establish the European Naval Station, says the *Manila Times*, the cruiser *Albatross* and the gunboat *Nashville*, now on this station, have received orders to sail on 1st July for the Mediterranean, where they will probably be joined by additional vessels from the home stations. It is rumoured that this station, the headquarters of which are not yet known, will be opened by Admiral Bemy with the *Brooklyn*, which is now on her way from Australia waters either to Manila or direct to the new European station. The American Navy has had no European naval station for some twelve years, the only vessels that have cruised in European waters having been the training ships. The last naval station was at Ville Franche between Nice and Monaco, where a naval storehouse was maintained. Previous to that and up to about 1870 the headquarters were Lisbon, Portugal, where a storehouse was located, and in olden times Port Mahon, a small island in the Mediterranean, was the rendezvous for the fleet.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

LONDON, 2nd July, 8.35 p.m.

RUSSIA AND CHINA—STARTLING ANNOUNCEMENT.

The *Standard's* Odessa correspondent reports that the *Dalai Votok* and the *Sibirski Vostok* have simultaneously announced that Vladivostok becomes the chief terminus of the Trans-Siberian Railway and the chief Russian war-harbour in the Far East, Port Arthur ranking second.

TALIENWAN TO BE ABANDONED.

Dainy (Talienwan) harbour and fort works are to be suspended immediately, and the port is to be restored to China.

PORT ARTHUR TO FOLLOW.

Port Arthur and the Manchurian Railway are to be restored to China in ten years' time. The *Sibirski Vostok* adds that its report is authentic in every particular.

RUSSIA'S COMPENSATION.

The Berlin correspondent of the *Daily News* reports that a separate agreement has been made between Russia and China, whereby the former renounces her military claims to an indemnity, in return securing political and commercial privileges in Manchuria.

GENERAL NEWS.

SHANGHAI, 3rd July, 4.29 p.m.

COLLISION NEAR SHANGHAI—GERMAN TRANSPORT AND A BUTTERFIELD & SWIRE BOAT DAMAGED.

A serious collision occurred yesterday near the mouth of the Huangpu river between the German transport *Crefeld* and the British steamer *Peleus*, both of whom were entering the river. The *Peleus* had her whole stern bent to starboard and her plates buckled. Her repairs will probably take three weeks to execute. The *Crefeld* was struck opposite her sick-bay amidships and cut right down. She is now docked. Fortunately no lives were lost.

[The *Peleus*, a steamer of 4,800 tons, belonging to Messrs. Butterfield & Swire, arrived at Hongkong from Liverpool with a general cargo on the 27th ult. and left again for the north next day.]

LONDON, 2nd July, 8.35 p.m.

DEATHS FROM HEAT IN NEW YORK.

Abnormal heat prevails in America. 87 deaths were reported yesterday in New York, making 136 in all within five days.

REUTER'S SERVICE.

LONDON, 1st July.

UNSUCCESSFUL PRO-BOER MEETINGS IN ENGLAND.

Attempts to organise Pro-Boer meetings throughout the country have not been successful. Violent scenes occurred at Leeds, where the speakers were escorted to their homes by the police, followed by huge threatening crowds.

LONDON, 1st July.

EARL RUSSELL TO BE TRIED FOR BIGAMY.

The trial of Earl Russell for bigamy will take place in the Royal Gallery of the House of Lords on the 18th instant, before the Lord High Steward.

THE BOERS IN CAPE COLONY.

Fouche's command, whilst seeking remounts, entered the Transkei territories, which have hitherto been tacitly excluded from the operations by both sides, because native.

THE PLAGUE.

During the 24 hours ending at noon there were reported 5 fresh plague cases (4 Chinese, one other Asiatic) and four deaths (Chinese). All the Europeans under treatment are doing well.

The Indian, Fanni Ahmed, who was recently admitted into the Kennedy Hospital under the supposition that he suffered with the plague, had really only malarial fever, and has been discharged.

A Japanese sailor named Soto, has been discharged as cured.

ADMIRAL SEYMOUR'S DEPARTURE.

CHINA ASSOCIATION'S LUNCHEON AT THE CLUB.

Yesterday afternoon, Admiral Sir Edward Seymour was entertained to luncheon at the Hongkong Club by the Hongkong Branch of the China Association. Mr. J. J. Francis, K.C., Chairman of the Branch, presided, and there were also present H. E. Sir Henry Blake, Admiral Sir E. Seymour, H.E., Major-General Gascoigne, Sir I. Jackson, His Honour A. G. Wise, Commodore Powell, Capt. Jellicoe, Colonel Perrott, Hon. J. H. Stewart, Lord Loch, Colonel the Hon. R. H. Bertie, Hon. T. H. Whithead, Hon. J. Thurburn, Messrs. C. S. Sharp, D. Gillies, Th. P. White, G. C. Anderson, J. Brown, V. A. Cesar Hawkins, A. S. Lewis, R. L. Richardson, G. H. McDermott, F. Midland, W. F. Fute, H. A. Ritchie, E. Shilling, A. J. Raymond, T. H. Reid, E. S. Hooper, A. Cunningham, J. Brown, F. Smyth, H. W. Robertson, D. M. Mosses, A. H. Rounie, C. D. Wilkinson, R. C. Wilcox, A. G. Wood, and Murray Stewart (Hon. Secretary).

After luncheon, the CHAIRMAN proposed "The King" and "The Queen, the Duke and Duchess of York and Cornwall, and the other members of this Royal Family," both of which were suitably acknowledged.

Mr. FRANCIS then followed with "H. E. the Governor," to which His Excellency briefly replied, expressing the pleasure it hit him to have had the honour of being invited to be present.

The Hon. T. H. WHITEHEAD, in proposing the toast of "The Army, the Navy, and the Auxiliary Forces," said that through the indisposition of his friend Mr. Chater he had been called upon to fill up the gap. The toast he had proposed was one that on all occasions was received enthusiastically at the hands of all Britishers. (Applause.) The China Association was extremely fortunate in having as their guest the distinguished and gallant Admiral who was now completing his term of office in the command of the Fleet on the China Station. During his period of office Admiral Seymour had rendered conspicuous service in the North of China, and the speaker was sure that he echoed the sentiments of the other members of the China Association in wishing Admiral Seymour a long life of happiness and usefulness. (Applause.) It was considered a privilege by the civilian residents of Hongkong to have representatives of the military and naval branches resident with them. They assisted in all local sports, and entered heartily into the social life of the colony. In particular, the thanks of the Polo Club were due to Commodore Powell for the hearty support he had extended to them. (Laughter and applause.) Dealing with the question of trade, Mr. WHITEHEAD said he had been on an extended tour round the world, and he had come to the conclusion that it was to be a battle, not of ships or of men, but of commerce. Other countries were leaving no stone unturned to advance their commercial interests, and many British centres were already seriously threatened. It was to be a commercial battle, as he already said, and if they fought as the brothers in the Army and Navy, the victory might be theirs. (Hear, hear.) With the toast of "The Army" Mr. WHITEHEAD said he desired to couple the name of General Gascoigne, and with that of "The Auxiliary Forces" who had rendered such splendid service in South Africa—the name of H. E. the Governor, Hon. Colonel of the Hongkong Volunteer Corps. With the toast of "The Navy" the name of Captain Jellicoe would be coupled. Captain Jellicoe was recovering in the most marvellous manner from what might have been a fatal wound, a bullet having passed through his chest and lung.

The toast was then given and fittingly responded to. Replying for the Army, Major-General GASCOIGNE said: Your Excellency and gentlemen, I do not propose to delay the really serious business of the day, and so I shall confine myself to a few words as possible. For the last sixteen months a good deal of attention has been directed to the Army, and no inconsiderable amount of criticism passed upon it—no doubt some of it very much deserved. All I can say, gentlemen, is if you will look around and take a fair view of things, I think—*that you have still every reason to be proud of your army*. (Hear, hear.) In saying this, I hope you will not think I am an old fogey and one of those who believe that everything is for the best in this best of all possible worlds, and that consequently I would let everything be as it is. I am not against reform; I am in favour of reform, and during my thirty-eight years' service I have seen many good and wise reforms made in the Army. I can only say, I believe it is the wish of all officers of the Army to see it placed on an absolutely sound basis, and I believe they will lend themselves in every possible way to secure that end. I hold the opinion, however, if you will allow me to express it, that when we see any deficiencies in a system we are rather disposed to become hysterical over it, whilst other nations, seeing their defects, repair them and keep matters to themselves. Again, looking at the other side of the question, I think we are also disposed sometimes to run away with false impressions, and are inclined to favour measures that would leave our house in no better order than before. I don't wish to detract from gentlemen's views, but I should like to say just a few more words with which I think you gentlemen of the Chamber of Commerce will agree. You will be obliged to help the army in the future by finding employment for deserving soldiers on their retirement. You must take this upon yourselves, or it will become a question not of voluntary enlistment but of conscription. I think it would be an excellent thing if the nation took steps to ensure that a deserving old soldier, at the end of his time, would be given employment in civil life. (Hear, hear, and applause.)

Replying on behalf of the Navy, Captain JELICOE said he had been out on the China station for three and a half years, and it was impossible not to be impressed with the changes that had marked that period. When Admiral Seymour first took command of the China Squadron, it consisted of one battleship and five cruisers, besides small craft. At the present day the Squadron was made up of five battleships and thirteen cruisers, large and small. (Applause.) There had also been a great many additions to the river gunboats, fleet. Other changes besides those in the numerical strength of the Squadron were to be noted. The colony itself was gradually going over to Kowloon, and it was possible, said Captain JELICOE, that if he returned in twenty years' time he would find a house built on the place where the *Canton* now lay. (Laughter.) He was quite certain, however, that when that house was built the Navy would be very warmly welcomed inside. (Renewed laughter.) Though changes might take place, the hospitality of the colony remained as warm as ever. Continuing, the speaker pointed out that though the strength of the Squadron had increased, the corresponding increase in the facilities for repairing ships had taken place. Mr. Chater, whose absence was to be regretted, had, Captain JELICOE believed, a scheme to augment that difficulty—a scheme which, though it would

doubtless benefit the colony, had probably been considered more as something to benefit the Navy. One thing that interested him very much, said Captain JELICOE, dealing with the question of shooting, was the interest now taken in straight shooting. It was one of vital importance to the welfare of the Empire, and it was to be hoped that the day would be not far distant when every British colony would be provided with ranges where the inhabitants could become skilled in the use of a rifle. (Applause.)

H.E. the GOVERNOR, in responding to the toast of "The Auxiliary Forces," said the Volunteer Force was increasing in strength and it was gratifying to note that the officers and men were taking a serious interest in the work. His Excellency concluded by a humorous reference to the paucity of Volunteer officers in a company embracing so many young men.

In proposing the health of Admiral Seymour, Mr. FRANCIS said: Your Excellency and gentlemen, we are here this afternoon, on behalf of the China Association, to wish God speed to Admiral Sir Edward Seymour on his departure from this colony, and to thank him, as well as we are able, for the admirable services he has rendered to the Crown and to us during the three and a half years he has been in command of the fleet in these waters. We have not merely to thank him for the admirable manner in which he has fulfilled what we might term his general duties, but also for the special services he has rendered during the last fifteen or eighteen months—(applause)—services that must necessarily have involved the exercise of very serious and very important diplomatic functions, and it is special work, by universal consent and so far as we are able to judge, has been admirably and successfully performed. (Applause.) But gentlemen, there is I think one special matter with reference to which we are bound particularly to thank Admiral Seymour, and that is his expedition from Tientsin for the relief of Peking. Admiral Seymour's despatch of that expedition last night as a failure. (Gentlemen, it was not a failure. (Hear, hear.) It is true the expedition did not attain the immediate object for which the Admiral started from Tientsin, but it cleared the way for the successful expedition which followed it, and seriously impressed the Chinese with whom it came in contact, and their immediate advisers, with a fair idea of what it was they were trying to buck against. (Hear, hear, and applause.) We have had many accounts of the siege of the Legations, and it seems tolerably certain that but for the dissonance amongst the Chinese themselves those in the Legations must have been swept away long before any relieving force could have arrived. There were divided counsels among the Chinese, one party, and a strong one, in favour of peace. The peace party were undoubtedly greatly strengthened by Admiral Seymour's expedition, and that expedition must so far be considered a great success. (Applause.) I think we have heard it said, gentlemen, on what is supposed to be the highest military authority in the world, that the expedition was a mistake. I sincerely hope, gentlemen, that Englishmen will continue to make such mistakes. One thing that has worried Britain through in face of the gravest difficulties was this—we made mistakes of that sort. We don't know danger when we see it, and we never know when we are beaten. Ninety-nine times out of a hundred we have succeeded by just such mistakes, when a more accurate calculation of chances might have suggested delay and led to steps that possibly might have been attended by different results. Now, gentlemen, I have little further to add beyond saying that none of us for many years past has forgotten Admiral Sir Edward Seymour or the valuable services rendered to the British in this colony and in China—in fact, to the whole European world. I feel sure, too, that Admiral Seymour will not forget Hongkong, and the China Association, and that when he gets home he will do all he can to further the interests of the mercantile, trading, and shipping concerns out here. During the three and a half years he has been in command of the fleet in these waters, Admiral Seymour must have made himself thoroughly acquainted with affairs both political and commercial, and we desire to secure the trade of China and to remove out of the way of that trade all the many obstacles that have been opposed to it during the last thirty or forty years. We want free intercourse, open rivers, abolition of squeezes, and the appointment of Consuls who help, not hinder. As long as existing conditions continue, the attainment of these objects is impossible. Therefore, I say again, I hope Admiral Seymour will do all he possibly can when he reaches home to bring the position clearly before the public of England and before those in authority, because unless something is done it seems to me the results of the last fifteen or eighteen months are likely to be more injurious to trade than beneficial. If Admiral Seymour will represent these things in England, I feel certain that, with the knowledge and experience he now possesses, he will accomplish something for us. If I may say a little word for Hongkong as distinguished from the rest of China, I think we will not be ungrateful to the Admiralty to give us one day, place of two and a continuous prayer. (Laughter.) Gentlemen, I now ask you to drink to Admiral Seymour.

The toast was drunk enthusiastically, and led by Sir Thomas Jackson, the company sang "He's a jolly good fellow." Finishing with three hearty cheers for Admiral Seymour.

Replying to the toast of his health, Admiral SEYMOUR said:—Mr. Francis, your Excellency, and gentlemen, and not say I rise with much pleasure, and great diffidence to thank you for the kind way in which Mr. Francis proposed my health and for the hearty manner in which you responded to the toast. We have all listened with pleasure to the eloquent speech that has just been delivered by a member of one of the most eloquent professions in the world, but my reply will be brief. Mr. Francis has alluded to the question of what I may or may not be able to do when I go to England. What I may be able to do remains to be seen, but I shall never forget China for many, many reasons, and it will be great pleasure to me, as well as a great satisfaction, if I can do anything or say anything for China. It appears to me, while on China, that the honour of the British flag must come first, then commerce, which supports the great countries of the world. I think there are two places in China that may be described as great commercial centres—Hongkong is the one, and Shanghai the other. Both are very great in their way, but Hongkong is a bit of England, and therefore we must regard Hongkong as something quite different from Shanghai. When we in the Navy come back to Hongkong, we feel in a sort of way as if we were coming home. We see the flag flying on shore, and find a Governor ruling over the colony. Hongkong appears to be simply a little England, and though Wai-haiwei may be developed as much as ever can be possible, Hongkong will remain the great naval base in China. (Applause.) As to the question of moving the Naval Yard to the other side of

Hongkong, that, like a great many other things, is a problematical matter. If it does come to pass, then, when you walk along the unpaved Praya to which Mr. Francis has referred, I trust, when you gaze across the harbour, you will see that the Navy is not lost to sight, though still to memory dear. (Laughter and applause.) All these many other reflections come to me very strongly at the present time. After having spent forty-four years out here, it would be an extraordinary thing if Hongkong and China were ever to be dissociated from my mind. I appreciate the honour done me to-day, and I shall never forget it. If it is in my power to be able to do anything to assist British commerce and interests out here, it will be, as I have already said, a great pleasure and a great satisfaction to me to do it. I thank you once again for the kind way you have responded to the toast of my health and happiness. (Applause.)

Mr. Francis invited the company to wish Admiral Seymour a good-bye and God-speed, and the proceedings were thus brought to a close. The *Centurion* sailed for England early last night.

TUESDAY NIGHT'S FUNCTION.

In our issue of yesterday we gave the speech of H.E. the Governor introducing the toast of the evening at the dinner at Government House, and Admiral Seymour's reply thereto. The other speeches were the healths of "Her Majesty the Queen, the Duke and Duchess of Cornwall and York, and the rest of the Royal Family," proposed by H.E. the Governor; and the toast of the "Army, Navy, and Volunteers," proposed by Sir Thomas Jackson and responded to by Major General Gascoigne and Commodore Powell.

Proposing the toast of the "Queen, the Duke and Duchess of Cornwall and York, and the rest of the Royal Family," H.E. the Governor said:—When in 1893, a young Danish Princess landed upon the shores of England to become the spouse of the Prince of Wales, she was at once by popular acclaim acknowledged Queen of Beauty. As years rolled by and England learnt to appreciate more and more fully her grace and goodness, that title was changed to Queen of Hearts, and Queen of the hearts of the British people Her Majesty has remained to this day. Never tired of looking aid to any good work, Her Majesty has been especially identified with every great movement for the amelioration of suffering, and thousands of families, and tens of thousands of the sailors and soldiers of the Empire have come to bless Her Majesty's name for the exercise of her great influence in directions that have brought them increased comforts. Nor are the other members of the Royal Family wanting in that devotion to the public interests that has endeared them to the people.

The Duke and Duchess of Cornwall and York have just concluded a visit to the Eastern and Australian Colonies, where the Duke of Cornwall and York opened the first Parliament of the newly federated Australian Commonwealth. The Duke expressed his regret that it was not possible for their Royal Highnesses to visit Hongkong, where I had promised His Royal Highness on behalf of the people of this important colony a loyal and enthusiastic reception; and their Royal Highnesses are now proceeding, in a manner and state befitting the heir to the throne, to visit all the other great and growing colonies, bearing to them messages of every good wish from His Majesty the King, and strengthening those golden links of personal loyalty to the throne that are such potent factors in the unity and brotherhood of this great Empire. What sailor in the room is there who will not endorse the estimate of the Duke of Cornwall and York, when on active service in the West Indies, given to me by the Admiral who said that he was one of the best officers in the fleet? And what soldier will not agree that whether as a regimental officer, a general or commander-in-chief the Duke of Connaught has always shown himself to be an able and a thorough soldier? And what man of us all did not mourn and bewail the passing of the gallant young Prince Christian who has laid his bones among those of his brother soldiers in the blood-stained fields of South Africa? One and all in their several spheres of activity and usefulness, the members of the Royal Family have shown themselves worthy of the respect and affection of the subjects of the King; and I ask you to raise your glasses with me and drink to the health and long life of Her Majesty the Queen, the Duke and Duchess of Cornwall and York, and the rest of the Royal Family. (Applause.)

The toast having been drunk, Sir Thomas Jackson proposed the toast of the "Army, Navy and Volunteers." He said the theme was a well-worn one, and one concerning which it was difficult to say anything new. However, he saw a story in *Punch* a short time ago which would illustrate his meaning. It was about an old boy who returned to his school, and found that great changes had taken place there. He came across the old porter, and on asking him about these changes, the old man said "The head master is changed, but the boys are still the same." He (Sir Thomas) did not think anything would better illustrate the position of our Army, Navy, and Volunteers at the present time. The changes that had taken place in recent years were marvellous in point of armament, equipment and everything else, but, "for bless ye, sir, the boys are still the same." (Applause.) These boys, our soldiers and sailors, had in times past maintained the integrity and dignity of the Empire. He believed that their representatives, the present time were made of quite as good stuff as the best of those soldiers and sailors who fought under Nelson or under Wellington or any other of the great naval and military commanders. They had maintained the Empire in the past and had handed down a noble inheritance. They hoped and prayed that under a divine providence their successors in the future might not only maintain but extend that empire in all its present and even greater magnificence. (Applause.)

Major-General Gascoigne in his reply, referring to the war in South Africa, said there had been a great many criticisms, some of them, no doubt, deserved, some possibly not so. He could answer for this, that the senior officers of the Army would welcome most cordially any good reforms that might come to the army, but one thing he most sincerely hoped was that, whatever reforms were made, nothing would be done to touch the regimental officers or soldiers, whether they be of the regular army or of the volunteers. Whatever criticisms there had been, as Sir Thomas Jackson had most kindly said, the boys were the same as ever they had been. He thought also that the Volunteers had proved themselves worthy to fight side by side with their comrades of the regular army. His Excellency concluded by referring to the cordial relations which existed between the Army and Navy.

Commodore POWELL, in the course of a witty speech, said the history of Hongkong had been bound up with the Navy for the last sixty

years, and the Navy had always found Hongkong most kind to it. It now seemed, however, that the rainy days of the Navy had passed away. (Laughter.) Just now the Polo Club was galloping over Admiralty ground (laughter), and they wanted even to take the Hospital Hill away and set it into the sea (laughter). Not content with that, they wanted to move the whole Navy bodily over to the other side of the Harbour. (Laughter.) The Navy must have done something, for Hongkong was not now so kind to them as it once was. There was a time when a predecessor of his wanted a piece of land at the Peak, and the Governor gave him a piece of land for a dollar a year. He (Commodore Powell) wanted a piece of land for the Navy every now and then, and when he asked for it he was told that it was now so much a foot. The amount was so great that he almost dreaded to write home telling the authorities the long figure it would cost them. (Laughter.) Times must have changed indeed. He must say, however, that, notwithstanding this, the Colony was very kind to the Navy. He wanted ten thousand dollars for his canteen, and the Admiralty told him that they would give him a similar amount if the \$10,000 was collected. He got \$8,000 in Hongkong, and if he wanted more, he knew he would get it. (Applause.) He was quite certain that Hongkong was always ready to assist them, and, in conclusion, he thought if the Navy remained on this side they would be more in touch with the good people of Hongkong. (Laughter and applause.)

POLICE COURT.

Wednesday, 3rd July.

Before Mr. HAZELAND.

DRUNK AND DISORDERLY.

John Coleman, engineer, was charged with being drunk and disorderly. He admitted having a very hazy recollection, as he put it, of being in that state. As he had been once before convicted on a similar charge, his Worship sentenced him to pay a fine of \$5, or to do 14 days' hard labour.

CARRYING EXCESS OF PASSENGERS. The master of the steam-launch *Shun Fat* was charged with carrying on his launch sixty passengers in excess of what his license permitted. He was fined \$5, or one month's hard labour.

CASES OF THEFT. A Chinaman was charged with taking from a locked box eight pieces of clothing, one umbrella and a silver toothpick, total value \$13, from a house at Cha Kwo Leng on the 19th ult. He was given three months' hard labour.

Another Chinaman was charged with stealing two boxes of wearing apparel valued at about \$40, from No. 35 Pottinger Road, the property of two women. His Worship, feeling some doubt as to defendant's guilt, gave him the benefit of the same and discharged him.

Before Mr. KEAP.

MISTRESS AND AMAB. Mrs. W. Reed was charged with assaulting her amah.

The complainant stated that she was left in charge of defendant's children from 6 to 9 p.m. on the night in question. She then went to the servants' quarters. About eleven o'clock she heard the three-year old girl crying. Defendant called her three times. When she went into the latter's room to see what was wanted, defendant jumped at her and struck her four times, accusing her of neglect of duty. Defendant said that after calling for the amah, when the latter came into the room she was at her (defendant's) and scolded her, the marks being still visible on her nose. Her husband went out one way to call a policeman, and she tried to go the other way for the same purpose, when complainant pushed her down the stairs and ran away. She was not seen again till next day. Complainant had once before left her for several days without asking leave.

Mr. Reed, husband of defendant corroborated his wife's statements, adding that they had intended to discharge the amah some time ago. When his wife had to call her again and again on the night in question, she told complainant when she at last appeared that she would be discharged, whereupon complainant flew at his wife like a tigress, and while he went for the police complainant ran away and was not seen again till next day.

The case was dismissed. When the irascible amah was told the decision she started on his Worship and Mr. Nolan, the interpreter in no flattering terms, and had to be ordered out of the court-room.

CARELESS TRUCK-DRIVER DAMAGES RICKSHA. Mr. J. J. Spooner's ricksha was damaged the other day to the extent of \$8, the wheel being pulled off and the spokes smashed by a truck colliding with it in "Win Lock Street." The truck was said to have been on the wrong side of the road. Mr. Spooner summoned the owner of the truck. When the latter appeared, he said though he lived at the address given in the summons, the name given thereon was not his.

His Worship thought the driver of the truck ought to have been summoned and not the owner. It appears the driver ran away and could not be found. His Worship on the above grounds dismissed the case.

DEMANDING MORE THAN LEGAL FARE. A ricksha coolie for demanding more than legal fare was fined \$3 or 10 days' imprisonment. FAILING TO KEEP LODGING HOUSES CLEAN. There were nine cases of lodging house keepers failing to keep their houses in a clean and sanitary condition. Inspector of Nuisances C. W. Brett prosecuted. Four were fined \$3 each and five \$5 each.

ILLICIT OPIUM. Chief Excise Officer Spooner prosecuted four Chinese for being in possession of various quantities of opium without the necessary certificate. Two were fined \$20, two \$50, and one \$40.

LATEST STEAMER MOVEMENTS.

The Glen Line steamer *Glenlogan*, from Middlesbrough and London, left Singapore on the 2nd inst., and is due here on the 7th inst.

The Glen Line steamer *Glenroy*, from Middlesbrough and London, left Singapore on the 3rd inst., and is due here on the 8th inst.

The steamer *Richmond Castle*, from New York for Straits, Hongkong, China and Japan, sailed from New York on the 2nd inst.

The Indo-China steamer *Suisse*, from Calcutta and the Straits, left Singapore for this port on the 2nd inst., p.m.

The silk steamer *N. P. steamer Victoria* arrived in New York on the 30th ult.

AN OLD FRIEND BY A NEW NAME—Liebig Company's Extract will soon be known as LEMCO, the new name placed upon it and composed of the Liebig's Extract of Meat Company's initials.

LATE TELEGRAMS.

NEWS VIA Ceylon.

THE DEBATE ON GIBRALTAR.

London, 14th June.

In the House of Commons last night Mr. J. Gibson Bowles raised a debate on Gibraltar, and stated that the Committee had recommended the abandonment of Dock 2 and also the storerooms and workshops on the western side because they were hopelessly commandeered by the Spanish fire. He complained that the work had not been immediately suspended.

Mr. Balfour condemned the precipitate discussion of a matter of such extreme importance and delicacy. The Committee's report, he said, had been submitted to the Military and Naval Commanders at Gibraltar and the Mediterranean, and it was unwise to break the contracts before a final decision had been reached.

ITALY AND THE COMITY OF NATIONS.

London, 14th June.

Signor Prinetti, replying on behalf of the Government in the Italian Chamber, said that the fears of Austrian preponderance in the Adriatic were unfounded. The Triple Alliance was a guarantee of peace, and did not prevent friendship with France. Relations with England, he said, justified the contention that if occasion arose the old friendship would be found unshaken. Regarding China, he said that peace was nearly concluded, and only means (sic) of payment of the indemnity was still unsettled. Italy adhered unreservedly to the Anglo-German Agreement, and only desired a settlement at Tientsin or elsewhere on occasion arose.

VIOLENT DEPUTY EJECTED FROM FRENCH CHAMBER. A violent speech was made in the French Chamber to day by M. Drumont regarding the disturbances in Algeria. He was then suspended, and, having refused to leave the Chamber, he was removed by soldiers.

MOORISH SWORD OF HONOUR FOR LORD ROBERTS. The Moors forming the Mission at present in England have presented Lord Roberts with a sword of honour, the gift of the Sultan of Morocco.

THE CENSUS.

London, 15th June.

Details of the Census in England and Wales show that the population has increased 127 per cent. as compared with 11.85 per cent. in the preceding decade. The decennial birthrate, however, is only 31.57, as compared with 34.24 in 1881-91 and 37.89 in 1871-81. But for the war, immigration would, for the first time, have exceeded emigration.

The returns show that seventy-seven per cent. of the population (in Great Britain) is in the towns.

BELOGIUM'S DESIRE TO ANNEX THE CONGO TERRITORY. London, 15th June.

Owing to the personal intervention of King Leopold the proposal for the immediate annexation of the Congo by Belgium has been withdrawn.

SUGGESTED TRANS-ATLANTIC YACHT RACE. London, 15th June.

Efforts are being made to arrange a Trans-Atlantic race between *Shamrock* and the American ninety footers, after the America Cup Race.

COUNTY CRICKET.

London, 16th June.

Lancashire has beaten Surrey by nine wickets. Mitchell, for Yorkshire, has performed the unprecedented feat of scoring four centuries in four consecutive matches.

The cricket matches between Yorkshire and Warwickshire and Nottingham and Kent have resulted in draws.

WHAT THE BOERS "INTEND TO DO." London, 16th June.

Kritzing and other invaders of Cape Colony, being pressed against the border of Kaffraria by Colonel Scobell and Goringe, broke back westwards south of Molteno.

Kritzing has told a farmer that the exodus of commandos from the Orange River Colony was only the beginning, and that the Boers were intending to force the British to devastate the Cape Colony like the Republics.

THE INDIAN FAMINE UNION. London, 17th June.

The Indian Famine Union has sent a letter to the papers, in which it is stated that, recognising the skill and energy of the Government of India in providing relief, the Union does not consider it necessary to enquire into the methods of relief; but proposes to collect facts with a view to tracing the causes, and devising means for the prevention of famines, and intends to ask for a Government enquiry.

HONGKONG AND THE IMPERIAL APPEAL COURT. London, 17th June.

The *Daily Express* says that a meeting of persons interested in Hongkong, Singapore and Ceylon will be held this week, with the view of making representations to Mr. Chamberlain regarding their omission from the Appeal Court Conference.

THE GIBRALTAR FORTIFICATIONS. London, 18th June.

Mr. Balfour, replying to a question in the House of Commons, said that the Government did not propose to make an offer to purchase Spanish territory with the view to improving the fortifications of Gibraltar.

IMPUDENT BOER PLACED? London, 18th June.

Kritzing and Ponche have placed the northern districts of Cape Colony, stating that they were annexed to the Orange Free State at the beginning of the war, and warning the inhabitants against divulging the whereabouts of commandos under pain of fine or of accompanying the commandos.

THE LIBERAL SPLIT. London, 18th June.

It is stated that the abstention of the Liberal Imperialists from the voting last night was pre-arranged with a view to demonstrating their independence and disapproval of the tactics of the extremists.

The *Daily News* and the *Daily Chronicle*, the organs of the pro-Boer and Imperialist sections respectively, are both in the hands of the split, which is sharper than ever. The *Daily Chronicle* protests that Sir H. Campbell-Bannerman is helping the pro-Boer tail to wag the dog.

EXPORT CARGO.

Per Imperial German Mail steamer *Sachsen*, sailed on the 27th June. For Aden—5 cases fans. For Port Said—250 boxes cassia. For Genoa—318 bales raw silk, 100 bales waste silk. 10 cases essential oil, 2 boxes silk-pigeon. For Antwerp—75 bales bambooware, 4 cases cigars. For Amsterdam—2 cases camphorwood boxes, 1 case tobacco. For Rotterdam—8 rolls matting. For Bremen and/or Hamburg—15 case China-ware. For Hamburg—1,127 boxes tea, 74 bales canvas, 50 boxes gallnuts, 2 cases skins, 2 boxes tea stick, 1 box China ink, 1 case sundries.

DISCOVERY OF THE HONGKONG BANK NOTES AT COLOMBO.

Describing the discovery of the stolen Hongkong and Shanghai Bank notes on the French mail at Colombo, the *Times of Ceylon* states:—

There was a sensation in Colombo this morning (June 15th) when it was rumored that the stolen notes had been discovered by the Customs authorities on a ship in the harbour. Enquiries prove the news to be true. It appears that the Colombo Customs made a search of certain luggage in the transhipment department this morning, the search being made by the Customs authorities and police as the result of a telegram from Singapore giving information that strong suspicions were held that certain luggage on the steamer *Indus* intended for transhipment at Colombo contained the stolen bills. The Hon. Mr. W. H. Jackson, Principal Collector of Customs, himself carried out the examination at an early hour, and was successful in finding the lost notes. The cargo of the *Indus*—which has been for some time in port—transhipped at Colombo included four cases consigned from a native at Singapore to another native at Pondicherry and which were intended to be sent by the steamer *Dupleix*. It was to these cases that suspicion was directed and they were submitted to the very strictest scrutiny. All the cases bore the same mark, namely K.S. with a triangle, and three of them were found to contain nothing but old clothing and pieces of old furniture and rubbish. The fourth was full of cotton clothes, and was tin lined, but it was found that underneath this lining was a false bottom. Here, covered over with boards, which had been screwed down, were discovered the missing notes to the value of 257,000 dollars.

ANOTHER ACCOUNT. Another account says that the *Indus* brought, among other cargo from Singapore, four packages consigned to K. S. No. 129 Pondicherry, the packages being landed at Colombo for transhipment to the *Dupleix*.

"On information received," Chief Inspector Marshall, accompanied by Inspectors Modder and Elstone, went down to the transhipment warehouse, and on being met thereby the Hon. Mr. W. H. Jackson (Principal Collector of Customs), Mr. Babington of the M. M. Company, Mr. Wilson, manager of the local branch of the Hongkong Bank, and Mr. Lover, of the Wharf and Warehouse Company, proceeded to examine the packages in question. They were very ordinary looking. In one was a table, in another the marble top belonging to it, and in a third some other bits of furniture. The fourth package was a wooden case with a gunny covering. It was supposed to contain cloth, and on being opened such was found to be the case. The cloth was carefully removed, but no money was found, and the search was about to be given up as fruitless when it struck one of the present that the tin case inside seemed not to deep as the box itself. A rough measurement proved this idea to be correct. The tin case was removed, and a false bottom was discovered. Underneath was another layer of tin, below which the notes were found.

HOW THE CULPRITS WERE SHADOWED. A correspondent at Tanjore writes that the Singapore Police early conveyed information of the robbery to the Tanjore Police, who were asked to be on the look out for two Mohammedans, natives of Kuthanallur, in the Manargudi Taluk, suspected in connection with the robbery. Mr. C. Brock-Seggett, the Superintendent of Police, was soon on the *qui vive*. Mr. T. Parakkiam Naidu, Inspector of Police, Tanjore, and an able detective officer, was promptly told off to Kuthanallur, Mr. Leggett himself stopping at Negapatnam with a pair of watchful eyes, one set on the Customs House and the other on arrivals at the port. A packet addressed to a Mohammedan at Kuthanallur, and lying undelivered at the Customs House, naturally attracted attention, but it proved to have no more interesting contents than certain papers belonging to the bank, and the case in question.

The investigation assumed a new phase, however, on receipt of information from Singapore to the effect that a Mohammedan passenger by the steamer *Indus* was suspected to have had a hand in the robbery, and the movements of this mysterious stranger soon engrossed the interest of the Police. Further information showed that the steamer which conveyed the Mohammedan had also on board a packet destined for Pondicherry, of which the bill of lading was addressed to one Saminda Pillai at Kuthanallur. The Mohammedan was shadowed throughout the hurried trip that he paid to Kuthanallur, where his suspected confederate, Saminda Pillai, was already receiving the most delicate attentions from the Police. The two men were allowed to meet and take counsel together as to how best to take delivery of the bill of lading without arousing suspicion. They resolved, it is alleged, to approach the local post master with suggestion that, for a substantial consideration, the bill of lading enclosed in a registered cover might be made over to the addressee as quietly as possible. The post-master once communicated with the police, and the men were arrested immediately after delivery of the registered letter was made. It would appear that the Mohammedan (Abdul Kader) made a desperate attempt to tear up the bill of lading. Abdul Kader and Saminda Pillai were lodged at the Tanjore Sub-jail, awaiting their deportation to Singapore.

It is hard lines on the Tanjore Police that they should have been denied the credit of securing the notes along with the persons of the robbers, but the smart work they did in connection with the case none the less deserves the recognition of the Bank and the public.

THE ISTHMUS OF KRA.

M. Ch. Lemire, writing on the revived project of cutting a ship-canal through the isthmus of Kra, points out that it is useless for French people to revive it, as the scheme was dropped twenty years ago, and has been completely forgotten in France. Besides it was only part of a large scheme to run a ship canal from Hatin through Saigon to Tourane, which has been decided to be impracticable. And finally he says the Anglo-French Convention of 1896 abandoned the Malay Peninsula to British influence. M. Lemire then goes on to recall what France did in this matter. It writes:—

The project dates back to 1882. With his extraordinary intuition for our foreign interests Jules Ferry had had the idea of this canal, and he began its realization. A survey party was sent out to examine the ways and means. Ships were to pass by this French canal from the Gulf of Bengal to the Gulf of Siam, and from there by the widened canal from Hatin to Saigon and Tourane, mail boats gaining four days, economising a million a year in coal and escaping currents, fog, and typhoons. Gochin China was to gain the enterprise of Singapore. Our interests in Siam were to become preponderant. The promoters of the scheme employed on the survey were M. Francois Deloncle, M. L. Dru, and Count Mahe de la Bourdonnais. It was soon discovered, however, that the necessary capital had been placed under the patronage of the "Foreign Office," the English got a hold of most of the shares in order to make the scheme a failure. We were deceived. Three years ago the French shareholders got back 25

per cent. of what they had subscribed, thanks to the talent of M. de Leymarie, the young and brilliant advocate who is vice-president of the Society of Commercial Geography.

M. Lemire goes on to point out that neither in 1885 when Britain annexed Upper Burma, nor in 1893, did France claim any interests in the Isthmus of Kra, while in 1898 it was finally abandoned. The King of Siam, he says, had the intention of making the canal himself, but the British will never allow it. The French connection with this project, he says, is only worth recalling that it may serve as a lesson to the Colonial groups of to-day, as a warning not to take up schemes and then abandon them.

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MAIL TABLES.
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KOWLOON EXTENSION.
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To be had at Messrs. KELLY & WALSH, LD.,
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Hongkong, 23rd October, 1898. [82]

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THE Undersigned, being closely connected with the logging MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.
SIEMSEN & CO.
Hongkong, 14th February, 1901. [5]

NOW READY.
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ITS TRADE, POPULATION AND FUTURE PROSPECTS.
BY M. O'S.
Reprinted from the "HONGKONG DAILY PRESS."
Price, 50 cents Cash. Messrs. Kelly & Walsh, Daily Press Office.
Hongkong, 31st January, 1900. [88]

NOTICES TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER."

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 5th prox., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 12th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th June, 1901. [1623]

INDRA LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "PURITAN."

FROM NEW YORK ARE HEREBY NOTIFIED THAT

their Cargo transhipped at Singapore into the s.s. *Acilia* has now arrived and is being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon.

Consignees are requested to immediately send in to the undersigned original Bills of Lading, in exchange for which they will receive local Bills of Lading on which delivery can be obtained.

JARDINE, MATHESON & CO., Agents.
Hongkong, 3rd July, 1901. [1877]

OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamer

"PELEUS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 29th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 4th July will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 5th July.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.
Hongkong, 27th June, 1901. [15]

OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamer

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Enlargements, Groups, Views, etc. Devel-
opment Work, Amateurs' Requisites.

M. MUMBY, JAPANESE ARTIST.
Busts and Cragon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

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F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & SEIMUND.
43 and 45, Des Voeux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey-
hound Brand") and Blundell,
Spence & Co.'s Commission.

TAILORS

R. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

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D. S. DADY BURJOR, "Los Filipinos."
Imports of the Best Manila Cigars; 25,
Pottinger Street.

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DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

EYE-SIGHT.

Mr. N. LAZARUS.
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(R. HAUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business Hours: 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases
affecting those advancing in life occur to
those having some deficiency in the construction
of the eyes—the many years of "Eye Strain"
ending in serious forms of disease. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.

Constantly recurring headaches, spells of
dizziness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTA-
CLES only after testing the sight.
ADVICE FREE.

DISTRIBUTION OF PROCEEDS OF
SALVAGE ex S.S. "HAINAN"

ALL these Companies and/or Firms,
interested in the Cargo of the S.S.
"HAINAN," are requested, if they have not
already been in communication with the under-
signed, to send in the amount of their lines by
the above-named steamer to the undersigned on
or before FRIDAY, the 6th of July, 1901.
The undersigned, will not acknowledge any
Claims sent in after that date.

SIEMSEN & CO.,
Agents.
**UNION OF HAMBURG UNDER-
WRITERS.**
Insurers of Hull and Machinery of
S.S. "HAINAN."

Hongkong, 21st June, 1901. [1556]

SCIENTIFIC MISCELLANY.

THE CONSTELLATIONS—EFFECTS OF INHAL-
ING COPPER DUST—FORMATION OF ORES—
ENGLAND'S COLD DAYS—THE VACCINE
BACILLUS—EVOLVING RAT DISEASE—
METALS FOR CONTAINING OILS—ELECTRIC
IRON MAKING—A GREAT CITY'S ODOUR.

No historic record shows how the con-
stellations were mapped out, says Prof. Simon
Newcomb, but the names given indicate that it
was in the heroic age. No map extant gives
the exact placing of the figures by the ancients,
although Ptolemy has designated as precisely
as he could the positions of particular stars on
the supposed body of each hero, goddess and
animal. The figures could not have covered the
entire heavens, and in order that every star may
belong to some constellation modern astronomers
have marked out irregular patches, each includ-
ing the entire figure recognised of old. The
outlines are still so inexact, however, that a
single star may be placed by two astronomers
in two constellations. Dr. Gould has tried to
remedy the confusion in the southern
hemisphere by changing the boundaries of the
constellations to straight lines running east
and west and north and south, but this arrange-
ment has the objection that the direction of the
lines will change, owing to precession. Astronomers generally now recognise eighty-
nine constellations in the entire heavens, the
ancient southern Azo being counted as four
distinct constellations.

Copper poisoning is becoming quite common,
according to Dr. H. A. Kurth, although it is
not always recognised. The first symptoms
are dyspepsia, anorexia, and nervousness and
irritability, the patient soon becoming emaciated,
losing strength and acquiring a drawn, anxious
expression about the mouth. If working in
copper is continued, the case usually goes from
bad to worse, although some persons acquire a
tolerance of the poison. No specific is known,
and the practical remedy is change of occupation.

Rails in tunnels have been found by an
English engineer to lose sometimes nearly four
per cent. of their weight yearly, those most
affected containing an excess of sulphur. In
north and south rails, magnetism increases the
corrosive action of the moist vapors of the
tunnel.

A German prize of \$250 has been offered for an
effective substitute for benzene or for means
of lessening its dangers.

The ores of our mines were probably deposited
by circulating waters. Dr. C. R. Van Hise
finds that the weight of rocks must close all
cavities at a depth of 20,000 metres, and in
most rocks at half that depth, so that the
circulation of water and formation of ore
deposits must be almost entirely confined to a
thickness of five or six miles of the earth's crust.
Any body of ore may have been left by water
on its descent from the surface, in its lateral
flow, or in its ascent where it has been deflected
upward. Reasons are found for believing that
the first deposits were at the lowest depths by
the ascending currents, and that the later
deposits by the descending and lateral currents
were the richer, and this view is confirmed by
the experience that nine mines out of ten are
poorer below the 300-metre level than above it,
and still poorer, below the 600-metre level.

The coldest day at Greenwich Observatory in
the last sixty years was 9th January, 1841, when
the lowest temperature was 4 degrees. In this
period of sixty years there were 162 days having
a minimum temperature below 20 degrees, the
greatest number in any one year having been
14 in 1855, while 1885 came next with 11 such
cold days, and 1881 with 10. There were 22
years with no day as cold, the longest period
having been the four successive years 1882 to
1885 inclusive. An attempt has been made to
associate the very cold days with the sun-spot
cycle, and there seems to be a tendency to
greater cold before the maximum of sun-spots
than after.

In an attempt to solve the problem of the
active agent in vaccine virus Dr. Nakamishi
has isolated a bacillus whose cultures resemble
the diphtheria bacillus. Inoculations upon
animals gave uncertain results. Tried in the
arms of children, however, what seemed to be
typical vaccine vesicles were produced, and it is
concluded that this bacillus is the active agent
in vaccine virus and probably also of small-pox.

The total horse-power now expended in
electrochemical industries is estimated at more
than 400,000. This gives a yearly production
of more than \$150,000,000, of which the share
of the United States is between 60 and 70 per
cent. Germany and France about 10 per cent,
each, Switzerland about 2 per cent, and England
perhaps 1½ per cent.

The increased dread of rats that has arisen
from their agency in spreading plague has led
J. Danysz to experiment with a new means of
extermination. Having isolated a new organism
—a short bacillus—that proved occasionally
fatal to rats, he has cultivated this organism in
breath and on gelatine, repeatedly passing it
through rats, and has thus greatly augmented its
virulence. Of 290 rats fed on bread steeped
in a broth culture, 80 died within three weeks.
In a practical trial in a store and in some
stables, a great decrease in the number of rats
was apparent after the first scattering of the
disease germs.

An exhaustive study of the metals that may
be used for pipes and containers for petroleum
and rapeseed oils and acetic acid has been made
by Herr Gawalowsky. Crude petroleum is
found to have no action on copper, nickel,
aluminum, tin and iron, but may affect zinc,
lead and lead. For purified petroleum, lead, copper,
iron, brass, nickel, tin and argenta are suitable,
aluminum and zinc being less so and phosphor-
bronzes wholly unfit.

lead, iron, nickel and aluminum are recommend-
ed, zinc, tin, brass, argenta, copper-bronze
and phosphor bronze being excluded. In
fermentation processes, tin, phosphor bronze,
lead, nickel and argenta may be used, but no
iron, aluminum or zinc. Acetic acid should
come in contact only with nickel, aluminum
and tin.

Electric smelting is a development that has
been forced upon Swiss metallurgists by the
scarcity of coal. Homatite ore from the
Barnese Oberland, near Meiringen, is to be
transported by an aerial ropeway to the village
of Inner Kirchhof, where the electric smelter
will be established. A concession has been
obtained permitting the use of 60,000 horse-
power from the river Aar for generating the
current required.

Paris is stated to have a characteristic odour,
which is perceptible in certain parts of the city,
especially in the evening. It is described as a
smell of heated organic matter, and government
inspectors found it to persist after certain
sanitary improvements had been made. It has
been traced at last to the manufacture of
superphosphates. The nose seems to be
insensible to these in quantity, the odor appear-
ing only at a distance giving sufficient dilution.

WANTED.

A CHINESE CLERK, with good knowledge
of English Reading and Writing, to
act as Librarian at the Canton Club. Good
Salary to capable person.
Apply to the—

SECRETARY.

Canton Club, Canton.
Canton, 29th June, 1901. [1643]

WANTED—An OVERSEER.

Apply by Letter to—
THE SECRETARY,
THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LD.
Hongkong, 25th June, 1901. [1651]

A MARRIED COUPLE, or a Lady, or
Two Gentlemen friends WANTED as
PAYING GUESTS to share the expenses of
a house conveniently situated in Kowloon.
References necessary.
Apply by letter to—

O. K.,

Care of Daily Press Office
Hongkong, 1st July, 1901. [1646]

WANTED.

FROM OCTOBER next for 9 months, or a
year, a FURNISHED HOUSE in
KOWLOON.
Apply, stating particulars, to—

Care of Daily Press Office.

Hongkong, 2nd July, 1901. [1650]

WANTED.

EARLY next year, a LARGE, well situated
OFFICE of 4 to 5 ROOMS.
Apply to—
H. M. 82,
Care of Daily Press Office.
Hongkong, 1st July, 1901. [1644]

WO FAT & CO.

**SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS,
No. 11, LEE YUEN STREET, EAST.
Hongkong, 25th July, 1900. [207]**

**R. J. REMEDIOS,
DEALER
No. 37, CAINE ROAD, HONGKONG.**
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.
Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent Discount Allowed. [1398]

CARTRIDGES.

NOBEL'S SPORTING BALLISTIFE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWERED IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES—
Loaded with With Powder
Powder only, and 1 oz of Shot.
Primrose Cases \$3.45 \$7.40
Paganini Cases 6.25 8.00
Ejector Brass Cases 6.00 8.65
5 per cent discount on orders of 1,000 and over.
Apply to
Wm. SCHMIDT & CO.,
Gunmakers,
Hongkong.
Hongkong, 27th July, 1897. [1069]

**THE HONGKONG STEAM WATER
BOAT COMPANY, LIMITED.**

THE above Company is prepared to supply
the shipping in Hongkong with PURE
and FILTERED WATER both for deck and
boilers.
Call Flag W.
J. W. KEW,
Manager,
20, Des Voeux Road.
Hongkong, 18th December, 1900. [1486]

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the
POSITION of SUPERINTENDENT
of PUBLIC WORKS and GOVERNMENT
SURVEYOR. Applications and Copies of
Testimonials to be sent to the undersigned,
from whom terms may be learnt. Appointment
to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th January, 1901. [333]

**A. LING & CO.,
FURNITURE STORE.**

**PLATED GLASS & CROCKERY WARE
Also FOCHOW LACQUERED WARE
FURNITURE ON HIRE.**
63, QUEEN'S ROAD CENTRAL.
Hongkong, 1st May, 1901. [1145]

**怡生號
YEE SANG & CO.,
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY KIND OF
COAL. Also CEMENT, IRON, BRASS, &c.
No. 144, DES VOEUX ROAD. [588]**

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THE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)

HEAD OFFICE—13, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE—34, LIME STREET, E.C.
HONGKONG OFFICE—6, ICE HOUSE STREET.

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New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai,
Hankow, Chongqing, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu,
Nagasaki, Kuchinosu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address for all the Offices: "MITSUI."

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CONTRACTORS OF COAL to the Imperial Japanese Navy, Armaments and Railway Bureau;
Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamano Coal Mines; and
SOLE AGENTS for Fukuoka, Hakoku, Ichimura, Kanada, Kishima, Mannoura, Onoura,
Otani, Tokuwama, Tsurukuro, Yoshinotani, Yoshio, Yatsukibara, and other Coal Mines.
[1331]

NOW ON SALE.

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CHRONICLE AND DIRECTORY

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS
SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,

PHILIPPINES, BORNEO, &c.,

FOR

1901.

THE THIRTY-NINTH ANNUAL IS-UE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Nether-
lands India to Siberia in which Europeans reside.
Not only is the Directory as full and complete in each case as it can be made, but each Colony
Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which
will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with
the places, their History, Topography, &c., &c.
The Information in these Descriptions, consisting of a hundred interesting articles, packed
with facts concisely set out, and containing statistics of the Trade of each Country and
Port, would alone suffice to fill a large volume.

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FIRST CLASS MATERIAL. STRONGEST CONSTRUCTION.

SAFES

CAN COMPETE AGAINST THE BEST MAKES IN THE WORLD.

FOR PARTICULARS, APPLY TO—

HOTZ, SJACOB & CO.

[313]

**POT
"VIKING" NAVY CUT
IN YOUR PIPE
& Smoke it.**

Manufactured only by LAMBERT & BUTLER, LTD, LONDON, ENGLAND. [2653-1]

NOTICES OF FIRMS

**COMPAGNIE DES MESSAGERIES
MARITIMES.**
NOTICE

DURING my temporary absence from the
Colony, Mr. P. DE CHAMPEMORIN
will assume the CHARGE of the above Com-
pany's Agency at this port.
G. DE CHAMPEAUX,
Agent.
Hongkong, 29th June, 1901. [1614]

NOTICE.

THE Business hitherto carried on by Messrs.
R. A. GUBBAY and M. H. MICHAEL
as SHARE and GENERAL BROKERS
will in future be conducted under the Style
and Firm of
GUBBAY & MICHAEL.
Hongkong, 1st July, 1901. [1645]

NOTICE.

FROM This Date, Mr. ROBERT
HAY BERRY MITCHELL will be
MANAGER of our Hongkong Business and
will SIGN our Firm PER PRO.
H. PRICE & CO.
Hongkong, 1st July, 1901. [1648]

NOTICE.

NOTICE IS HEREBY GIVEN that
Mr. CHEANG YU PO is Authorized
to SIGN our Firm PER PRO from
this date during my Temporary Absence from
the Colony.
C. W. BISMARCK,
p. BISMARCK & CO.
Hongkong, 27th June, 1901. [1604]

NOTICE.

WE have This Day admitted Mr.
CHARLES JULIUS LAFFRENTZ
a PARTNER in our Firm.
CANTON, 1st July, 1901. [1670]

NOTICE.

DURING my temporary absence from
Canton, I have Authorized Mr.
GUSTAV SCHULTZ to SIGN my Firm by
PROCURATION.
T. E. G. P. M. H.
Canton, 3rd July, 1901. [1671]

**C. F. WARREN,
BUILDING CONTRACTOR,
No. 25, ARDEN STREET.**
SANTARY APPLIANCES SUPPLYING
FIXED DRAINS, TRAPS,
REPAIRS, PIPES, &c., CLEANSED and
promptly attended. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC
TILES. Prices on Application. [1640]

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK." NAGASAKI.
A.I., A.B.C., Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length ... 523 feet.
Length on Blocks ... 513
Width of Entrance on Top ... 89
Width of Entrance on Bottom ... 77
Water on Blocks at Spring Tide ... 20 1/2

DOCK No. 2 (at MUKAIJIMA).
Extreme Length ... 371 feet.
Length on Blocks ... 350
Width of Entrance on Top ... 66
Width of Entrance on Bottom ... 53
Water on Blocks at Spring Tide ... 22 1/2

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE. [1605]

NOTICE.

TENDERS are hereby called for the
ERECTION OF BRICK SHOPS at the
JESSELTON for the NORTH BORNEO
GOVERNMENT, particulars of which may be
seen at the Office of
Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 14th February, 1901. [508]

**THE NEED
OF
MUNICIPAL FREEDOM
IN
HONGKONG.**

BY

"SCRUTATOR."

With Leading Articles and Correspondence
thereon Reprinted from the "HONGKONG
DAILY PRESS" and "CHINA MAIL."
Price 20 Cents per Copy or Six Copies for \$1.
On Sale at Local Newsagents and H.
RUTTENBERG'S Kowloon Store.
Hongkong, 30th June, 1901. [1383]

VESSELS ON THE BERTH

GLEN LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Company's Steamship

"GLENESK."
Captain J. Rafferty, will be despatched for
the above ports on the 11th July.
For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Agents.
Hongkong, 18th June, 1901. [1532]

**PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.**

Agents for and in connection with
THE OREGON RAILROAD AND NAVI-
GATION COMPANY.
Operating the New First Class Steamships
"INDRAVELLI," "INDRAPURA,"
"KNIGHT COMPANION,"
between HONGKONG and PORTLAND
(OR), calling at SHANGHAI, NAGASAKI,
MOJI, KOBE and YOKOHAMA.
THE Steamship

"INDRAPURA"
will be despatched for Portland (OR) on or
about the 12th July.

Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.

For through rates of Freight and further
information, communicate with or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN, TOMES & CO.
Hongkong, 22nd June, 1901. [1662]

**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

**STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BREDAUX,
&c.**

ON MONDAY, the 15th July, 1901, at

1 p.m., the Company's Steamship
"SALAZIE," Captain Girard, with Mail,
Passengers, Specie and Cargo, will have this
port for MARSEILLES via BOMBAY.
This Steamer connects at COLOMBO with
the s.s. "Australia," which vessel takes on her
Passengers and Mails, leaving that port on the
25th instant direct to Suez, Port Said and
Marseilles.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
ports of Europe.
Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 p.m.,
Specie and Parcels until 3 p.m. on the 14th
inst. (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th July, 1901. [2]

**THE OSAKA SHOSHEN KATSHA,
LIMITED.**

FOR FOCHOW VIA SWATOW AND
AMOI.

THE Company's Steamship

